THIRD PARTY PARTNERSHIPS

Initiatives Underway

EXPANDING PARTNERSHIPS WITH THIRD PARTIES

1. Identifier for the Initiative: Aviation Education Program

Collaborators for this Initiative: FAA and National Association of State Aviation Officials (NASAO)

Brief Description of the Initiative: FAA and NASAO, operating under a MOU, will work together to increase public awareness and enhance the role of aviation in America, and provide aviation education programs for all levels of America's educational system.

Expected Outcome(s)/Result(s) of this Initiative: FAA and state aviation agencies will utilize shared resources to develop more effective programs to better inform students and the general public about the important role aviation plays in the social and economic development of our country.

Measures that will Indicate the Initiative's Success: Establishment of closer working relationships between FAA regional aviation education managers and state aviation agencies.

Time frame when Results are Expected to Occur: Results of this initiative will be evaluated after the first quarter of CY-98.

Contact person: Phil Woodruff
Phone: (202) 267-3788
FAX: (202) 267-9508
E-Mail: phillip.woodruff@faa.dot.gov
Routing Symbol/Room Number: AHR-15, Room 515

Initiatives Underway

EXPANDING PARTNERSHIPS WITH THIRD PARTIES

2. Identifier for the Initiative: Obstruction Evaluation Program

Collaborators for this Initiative: FAA and National Association of State Aviation Officials (NASAO)

Brief Description of the Initiative: FAA and NASAO, operating under a Memorandum of Understanding (MOU), will share automation and evaluation procedures which will be of benefit to both organizations to improve the efficiency and effectiveness in evaluating airspace obstructions in the future.

Expected Outcome(s)/Result(s) of this Initiative: FAA and state aviation agencies performing similar functions will share their best obstruction evaluation practices for the purpose of improving the efficiency and effectiveness of evaluations.

Measures that will Indicate the Initiative's Success: Interaction between state and federal agencies to improve automation evaluation procedures.

Time frame when Results are Expected to Occur: The initiative will be reviewed for effectiveness of coordination and best practices by end of FY-98.

Contact person:
Douglas Powers
Phone: (847) 294-7484
FAX: (847) 294-8101
E-Mail: doug.powers@faa.dot.gov
Routing Symbol/Room Number: AGL-510, Room 216

Initiatives Underway

EXPANDING PARTNERSHIPS WITH THIRD PARTIES

3. Identifier for the Initiative: 5010 Airport Data Automation Program

Collaborators for this Initiative: FAA and National Association of State Aviation Officials (NASAO)

Brief Description of the Initiative: FAA and NASAO, operating under a MOU, will work cooperatively to develop a plan to automate the 5010 airport data system.

Expected Outcome(s)/Result(s) of this Initiative: FAA and NASAO agree to continue working together cooperatively on the plan to automate the 5010 data system.

Measures that will Indicate the Initiative's Success: Development of a viable airport data automation program that will benefit both FAA and state agencies.

Time frame when Results are expected to Occur: Develop an airport data automation program by end of the first quarter of CY-98.

Contact person: Tracy Paquin
Phone: (202) 267-8315
FAX: (202) 267-8796
E-Mail: tracy.paquin@faa.dot.gov
Routing Symbol/Room Number: ARP-3, Room 600E

Initiatives Underway

EXPANDING PARTNERSHIPS WITH THIRD PARTIES

4. Identifier for the Initiative: Global Positioning System Program

Collaborators for this Initiative: FAA and National Association of State Aviation Officials (NASAO)

Brief Description of the Initiative: FAA and NASAO, operating under a MOU, will work together toward coordinating and expediting the implementation of new GPS approaches at general aviation airports across the states, including gathering existing data from the state aviation agencies that would assist the FAA in the acceleration of this process.

Expected Outcome(s)/Result(s) of this Initiative: FAA regional Flight Procedures Offices will coordinate with state aviation authorities on the selection and development of all GPS and Wide Area Augmentation System (WAAS) instrument approaches.

Measures that will indicate the Initiative's Success: FAA will issue Change 5 to Advisory Circular 150/5300-13, Airport Design as soon as the final coordination process is completed.

Time frame when Results are expected to Occur: Change 5 will be issued by end of the first quarter of CY-98.

Contact person: Daniel Hanlon
Phone: (202) 358-4930
FAX: (202) 358-5450
E-Mail: dan.hanlon@faa.dot.gov
Routing Symbol/Room Number: AND-730, Portals Building, Room 3309

Initiatives Underway

EXPANDING PARTNERSHIPS WITH THIRD PARTIES

5. Identifier for the Initiative: FAA/DOD Collaboration on the Standard Terminal Automation Replacement System (STARS)

Collaborators for this Initiative: Federal Aviation Administration (FAA) Department of Defense (DOD)

Brief Description of the Initiative: In support of the initiative to foster partnerships with other operating administrations or Federal agencies, and to accomplish common goals with constrained resources, the FAA and the DOD have collaborated to acquire new, standardized Terminal Automation systems for use in FAA and DOD terminal facilities. This collaboration, as broadly outlined in an interagency Memorandum of Agreement signed by acquisition executives from both agencies, establishes joint leadership of the $1 Billion effort to acquire and implement Standard Terminal Automation Replacement System (STARS) equipment. The two agencies work side-by-side on a Terminal Automation Integrated Product Team (IPT); the IPT has an FAA Leader and a DOD Deputy Leader. Both agencies are fully represented on the STARS product team; this team prepared a joint FAA/DOD requirements package, and worked together to evaluate offeror proposals and to award a STARS contract. Efforts currently underway by the FAA/DOD team include development oversight and field implementation readiness activities.

Expected Outcome(s)/Result(s) of this Initiative: By choosing to pursue one standardized program, the FAA and DOD take advantage of multiple cost saving efficiencies. In pooling program office personnel resources, the two agencies realize significant savings in labor hours to develop requirements documentation and to conduct oversight of the contractor's efforts. The Government also benefits from cost savings associated with award to a single contractor. Using one contract vehicle to procure 171 FAA systems and 199 DOD systems provides economies of scale that the contractor will pass along to the U.S. Government. Finally, by combining ideas across the civilian and military sectors, a unique and beneficial perspective on the upgrade program results, thereby making the entire program stronger for both agencies. This collaboration also strengthens the relationship with the full civilian and military customer community.

Measures that will Indicate the Initiative's Success: A key measure of success for this initiative is the amount of cost savings realized by the collaborative effort.

STARS (Cont'd)

Time frame when Results are expected to Occur: Results in the form of cost savings to the Government have been occurring since the collaborative effort on STARS began in June of 1994, and are expected to continue through completion of the implementation of the systems in January of 2005.

Contact Person: :
Name: David W. Ford
Phone: (202) 233-4934
FAX: 202) 233-5240
E-Mail: David.Ford@faa.dot.gov
Routing Symbol: AUA-300/Suite 200

Initiatives Underway

EXPANDING PARTNERSHIPS WITH THIRD PARTIES

6. Identifier of the Initiative: National Airspace (NAS) Architecture

Collaborators for this Initiative: FAA, User Associations (e.g. ALPA, ATA, AOPA), Aviation Industry (e.g. Aircraft and Avionics manufactures), service providers, and other Government organizations including DOD.

Brief Description of the Initiative: The NAS Architecture initiative will develop a plan to modernize the aging infrastructure needed to provide traditional services while introducing new technologies and services. It will be developed in collaboration with the aviation planners and the user community and will be consistent with the reality of budget constraints.

Expected Outcome/Results of this Initiative: An Architecture that provides a Strategic plan for shaping the NAS for the 21st century, and basis for FAA and aviation community consensus.

An Architecture that will be used for FAA investment analysis and decisions, User long-range planning, Industry research and development, international cooperation, and Office of Management and Budget (OMB) submissions.

Measures will Indicate that the Initiative's Success:

The NAS Architecture initiative will be considered a success if it is:

Approved by the FAA executives,
Accepted by the user communities, and
Accepted by the OMB and Congressional budget committees.

Time Frame when the results are expected to occur: The NAS Architecture is expected to be approved by late 1997, User coordination should be completed in the spring of 1998, and OMB and Congressional approval is planned for the FY00 budget submission.

Contact Person:
Name: Greg Burke
Phone: (202) 358-5313
Fax: (202) 358-5298
E-mail: gburke@faa.dot.gov
Routing Symbol/Room Number: ASD-110/FAA, Portals 3rd Floor

Initiative Underway

EXPANDING PARTNERSHIPS WITH THIRD PARTIES

7. Identifier for the Initiative: National Aviation Weather Strategic Plan

Collaborators for this Initiative: Federal Aviation Administration *(Lead Agency),* National Aeronautics and Space Administration, National Weather Service, Department of Defense, National Transportation Safety Board and Department of Agriculture

Brief Description of Initiative: The National Aviation Weather Strategic Plan is the product of a unique collaborative effort between all of the elements of the Federal Government that have a role in aviation weather. In developing the plan it was important to define an objective of what we want to accomplish. To do this, the plan provides a joint vision of what the National Aviation Weather System should be in the future. The goals of this vision are addressed by four strategic elements which include (1) improving the quality of aviation weather information available to the aviation community, (2) improving the utilization of that information, (3) improving intergovernmental management and leveraging of aviation weather resources and (4) better directing and utilizing research related to aviation weather.

The plan is strongly focused on promoting third party or private sector agreements for the provision of aviation weather products and services, and emphasizes the need for joint agency action in developing new services and technologies.

Expected Outcomes/Results of this Initiative: The principal objective of the National Aviation Weather Strategic Plan is to promote aviation safety and efficiency by improving the quality of operational decision making as it relates to weather. This includes operational decisions at all levels of the aviation community to include pilots, controllers and dispatchers.

Measures that will indicate the Initiative's Success: The goals of the National Aviation Weather Strategic Plan include improving Aviation Safety and increasing system efficiency. Specific indicators to measure these objectives are now being developed. With regard to aviation safety this will likely include such measures as the number of aviation weather related accidents. This could include breakouts by type of weather phenomena and geographic location. As a measure of improved efficiency, indicators such as the number of aviation weather related *delays (which totaled over 200 thousand system delays greater than 15 minutes in 1996)* or reduced travel times are being considered.

Time Frame when Results are Expected to Occur:_The National Aviation Weather Strategic Plan covers both short term and long range objectives. The plan itself covers a ten year horizon, but many of the initiatives are short or medium term in nature. To facilitate this process and provide a much more specific set of milestones the same

group that developed the Strategic Plan is now working on a follow-on "implementation plan." This project is now underway and should be completed by the end of the summer.

Contact Person:
Neil Planzer
Phone: (202) 267-3136
FAX: (202) 267-5304
E-mail: Neil.Planzer@FAA.DOT.Gov
Routing Symbol/Room Number: ARS-1/400E

Initiatives Underway

EXPANDING PARTNERSHIPS WITH THIRD PARTIES

8. Identifier for the Initiative: NASA Research Announcement (NRA) in Advanced Air Transportation Concepts and Technology

Collaborators for this Initiative: Industry, Universities, Nonprofit Institutions, Government Agencies

Brief Description of the initiative: The NRA is soliciting proposals for research in air traffic management concepts, benefits and safety assessments, human factors and operations, en route systems and operations and aircraft systems and operations. The Technical Center is offering to team with all bidders to provide technical and laboratory support. This opportunity represents a new way of doing business with industry, academia, and other government agencies.

Expected Outcome(s)/Result(s) of this Initiative: If successful, the Technical Center will be part of an integrated government and industry diversity team performing research on areas of our technical competency.

Measures that will Indicate the Initiative's Success: Acceptance of the Technical Center's Bid which will ultimately benefit FAA

Time frame when Results are expected to Occur: Awards expected Fall 1997 for 1 year and 5 year options

Contact person:
Dr. Herm Rediess
Phone: (609)485-6654
FAX: (609)641-5152
Email: Dr. Herm Rediess
Routing Symbol/Room Number: ACT-1C/Technical Center

Proposed Initiatives

EXPANDING PARTNERSHIPS WITH THIRD PARTIES

9. Identifier for the Initiative: Continuing Aviation Education Program

Collaborators for this Initiative: FAA and National Association of State Aviation Officials (NASAO)

Brief Description of the Initiative: The FAA and NASAO, operating under a Memorandum of Understanding (MOU), will work together to develop a continuing education program across FAA divisional boundaries which will benefit both FAA and state professional staff employees. The Federal Highway Administration Technology Transfer techniques will be included in the development of any program agreement.

Expected Outcome(s)/Result(s) of this Initiative: Utilize shared resources and Federal Highway Administration Technology Transfer techniques to better train and educate FAA and state aviation employees in areas of aviation safety.

Measures that will Indicate the Initiative's Success: Establishment of a model joint training program between FAA and state aviation agencies.

Time frame when Results are Expected to Occur: Results of this initiative will be evaluated after the first quarter of CY-98.

Contact person: Tracy Paquin
Phone: (202) 267-8315
FAX: (202) 267-8796
E-mail: tracy.paquin@faa.dot.gov
Routing Symbol/Room Number: ARP-3, Room 600E